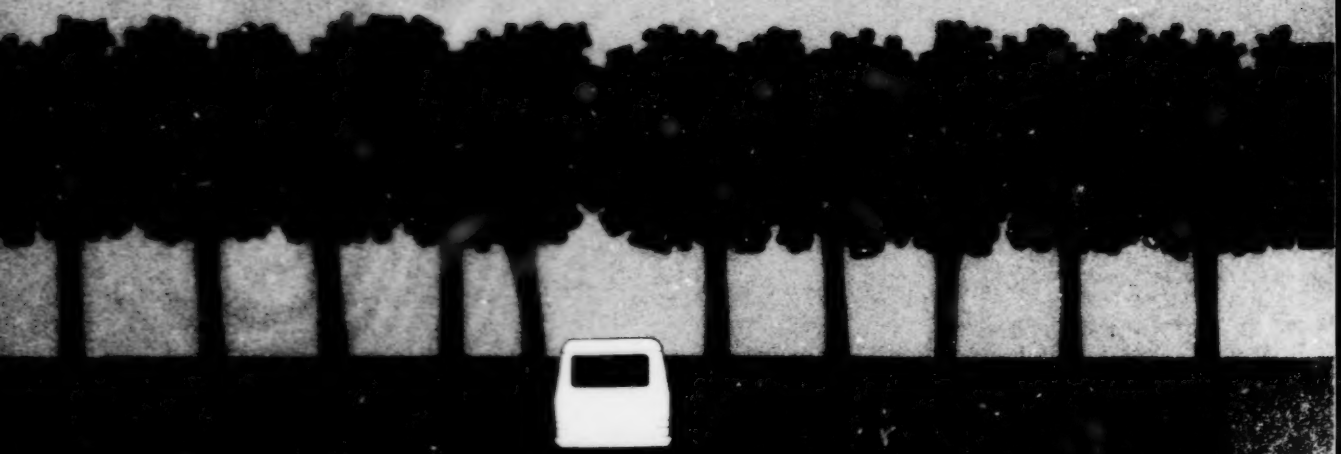
GUIDELINES
FOR
RECREATIONAL VEHICLE CAMPGROUNDS



GUIDELINES

FOR

RECREATIONAL VEHICLE CAMPGROUNDS

September 1984

Ontario
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Ontario Private Campgrounds Association
Canadian Recreational Vehicle Association
Federation of Ontario Cottagers' Associations Incorporated
Ministry of the Environment
Ministry of Natural Resources
Ministry of Tourism and Recreation
Ministry of Health
Region of York Planning Department
District Municipality of Muskoka Planning Department

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INTRODUCTION

These guidelines were prepared in response to requests from municipalities to provide some direction in planning for a growing campground industry. They are intended to assist municipalities in developing policies for new private campgrounds or substantial enlargements to existing campgrounds.

During the 1970's, there was a substantial growth of camping as a recreational activity. In part this has resulted from diminishing alternative opportunities to purchase a cottage or stay at other traditional types of resorts due to increasing costs. The recent growth of organized campground development has occurred primarily in the private sector.

Until April 1978, most private campgrounds were regulated and licensed by the Ministry of Tourism and Recreation as tourist establishments in accordance with the Tourism Act. Now, ministry licensing occurs only in Northern Ontario*, and excludes campgrounds that do not provide accommodation for transient campers. In Southern Ontario, municipalities have the authority to license and regulate private campgrounds.

The primary mechanisms for municipalities to control campground development are through the Planning Act and the Municipal Act. Under the Planning Act, municipalities can adopt official plans that include campground policies, and can pass zoning by-laws that regulate their use. The Municipal Act enables municipalities to pass specific campground by-laws, under Section 232(15) RSO 1980, that can cover matters related to their licensing and regulation.

To date, few municipalities have adequate campground policies in their official plans or appropriate by-laws. Campgrounds may be a generally permitted use in a recreational, commercial or resort category, but little specific direction has been given to guide their location and development.

Prior to 1983, a major difficulty with the existing campground legislation was that the necessary forms of development control were not all provided for through the Planning Act. Recreational vehicles, including tents and trailers, were not recognized as permanent structures and did not constitute development under the Act, which thereby exempted them from site plan control and zoning provisions. Section 34(4) of the current Planning Act states that a trailer or mobile home is deemed to be a building or structure for the purpose of zoning. Section 40(1) includes a mobile home or trailer park

*See Appendix A for definition of Northern Ontario, under the *Tourism Act*.

with three or more sites as "development" for the purpose of site plan control. The potential for municipal planning control of recreational vehicle campgrounds has thereby been strengthened.

When the Planning Act failed to provide for the regulation of trailers and mobile homes, by-laws under the Municipal Act were sometimes used to regulate many aspects of campgrounds. However, certain natural justice provisions, such as notification and public meeting requirements appropriate when planning controls are contemplated, are not included under the Municipal Act. Planning regulations should henceforth be included in zoning by-laws and site plan control by-laws, leaving the Municipal Act to deal with licensing and business regulations.

A full description of the use of the regulatory mechanisms is provided in section 4 of these guidelines.

The purpose of these guidelines is to outline the planning considerations involved in campground development, and to assist municipalities in formulating official plan policies and regulations that address the appropriate issues. Matters to be dealt with in the official plan are discussed in terms of three broad considerations:

- types of campgrounds and their development requirements
- locations for campgrounds
- policies to guide campground development

Municipalities are encouraged to adopt these policies in their official plans; even where no official plan exists, the guidelines may be useful to municipal councils and potential developers.

The discussion of the regulatory controls describes the by-laws and regulations that may be applied to ensure that the interests of the public and the local municipality are protected.

In addition, appendices provide detailed information on campground legislation, servicing requirements, physical design and layout and government agency responsibilities.

It should be understood that these guidelines are advisory and are not mandatory requirements. Municipalities should tailor their approach to campground planning to balance the protection of municipal concerns with the campground operator's need for an economic return on investment.

ONE

TYPES OF CAMPGROUNDS

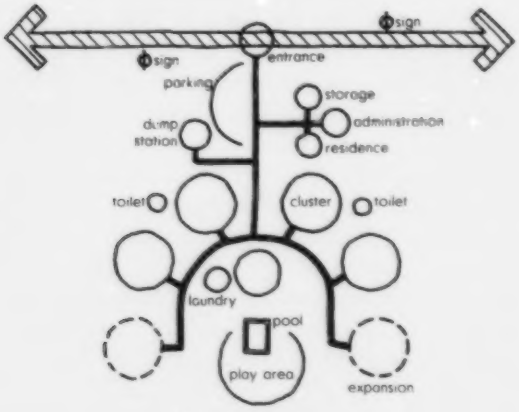
There are several kinds of campgrounds in Ontario, and they can differ in scale, function, level of ancillary and recreational facilities, utilities and services. A basic definition of a campground is land which is designed, developed and maintained to accommodate, on a temporary or seasonal basis, recreational vehicles* and/or tents plus accompanying towing or carrying vehicles. They may contain a range of ancillary uses, such as an administrative office, washrooms, storage for boats, snowmobiles, etc. showers, a convenience shop, a laundry room, a snackbar, a clubhouse, and recreational facilities such as a children's playground, picnic areas, tennis courts, ball fields, a recreation hall, a swimming pool, boat rental and docks. Services and utilities, including electric, water and sewer connections or a sanitary disposal station are also provided. The range of support services is closely related to the function of the campground.

An enroute campground is for short-term occupancy.

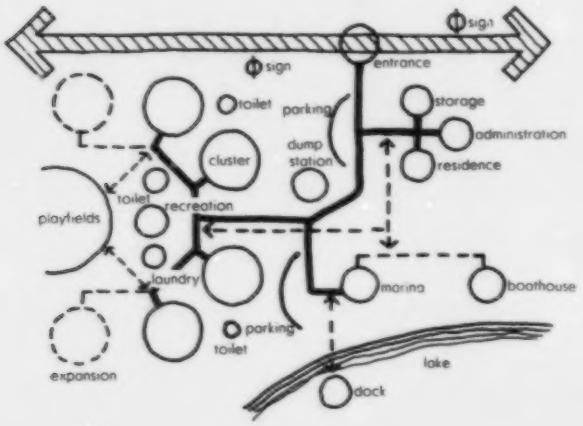
*Definition on page 30

There are two basic types of campground: enroute and destination.

Enroute campgrounds are designed primarily for short-term occupancy for those travellers on their way to another destination. These campgrounds are usually located within easy access of major highways. All utilities are usually available, but not necessarily a full range of recreational and ancillary facilities.



Destination campgrounds are intended for prolonged visits. They tend to be located near local amenities such as lakes, provincial parks, an urban area, historic sites, or recreation areas (e.g. skiing, boating, golfing). A range of ancillary and recreational facilities may be provided by the campground, especially if it serves a large market area. The level of utilities available depends mainly on the average length of stay, the size of the campground and the soil conditions.



Where attractive locations can be found near highway access, campers may decide to stay longer than the overnight stop originally planned or to return for an extended visit. Many campgrounds therefore offer *combination* enroute-destination camping arrangements, although one particular type may be emphasized.

The various kinds of campground differ not only in the level of support services they provide, but also in the length of operating season and campsite rental arrangements (day, week, month, season or long-term) they offer.

Many destination campgrounds lease sites for more than a few days or a week. Leasing a site for a month, the entire season, six months or a year, is not uncommon. In these cases, campers normally leave their recreational vehicle on the site for the extent of the lease. Long-term use campgrounds often resemble medium to high-density cottage subdivisions. People may leave their recreational vehicles on the sites with "permanent" accessory features (patios, storage sheds, recreational equipment), and visit on week-ends and vacations throughout the year. As a result, a high level of servicing may be required with connections to electricity, water and sewers. Attention must also be given to storage facilities, roads and layout. If the campgrounds are used during the winter months, service provisions must be at a standard to accommodate year-round use.

Long-term lease campgrounds often resemble cottage subdivisions.

There is a new form of destination camping where long-term leases* are being offered, often with purchase options. In these cases, the purchaser buys a share in a campground with the option of a future lease renewal under an "owners' co-operative." It is similar to a long-term rental arrangement. The individual does not own his own campsite. Lease-ownership campgrounds are known in the trade as "condo campgrounds" but they are not condominiums governed by the *Condominium Act*. Vacant land condominium is currently not recognized in Ontario. When all the sites are leased, the developer may transfer the campground to a corporation owned by the lessees. Individual sites are not individually owned but continue to be leased. The long-term lease of campground sites has important implications for the municipality in terms of the servicing provisions and maintenance arrangements required. The fact that each lessee becomes a potential voter is also of some relevance.

Campgrounds can vary in function, locational preference, level of support services and duration of occupancy; they also have a number of features in common, such as access requirements, provision for movement of vehicles inside and outside the area, ancillary and recreational facilities and service utility connections. All of these requirements must be adequately addressed in planning for their development.

*The Ministry of Consumer and Commercial Relations has published a booklet entitled *What you should know about long-lease campsites*, which considers some of the facts related to these leases.

TWO

CAMPGROUND LOCATIONS

Planning for campgrounds depends on the demand for the particular type(s) of campground and the characteristics of the area to support them. In deciding whether to permit such development, municipalities should consider the potential impact of campgrounds on the municipality and the suitability of different locations to accommodate campground use. Applications for campgrounds should first be evaluated from the standpoint of locational criteria, site suitability and impact on muncipal costs and benefits.

LOCATIONAL CRITERIA

At least four general criteria should be examined in selecting campground locations: tourism potential, accessibility, compatibility with adjacent uses and proximity to local services. Above all, it is important to provide sites in marketable locations.

a) Tourism Potential

In the selection of appropriate campground locations, a major consideration is the tourism potential of the area. Natural features such as lakes or provincial parks, historic or cultural sites, major recreation centres (ski facilities, golf courses, fishing and wildlife areas) attractive countryside and urban areas provide the amenities suitable for destination camp-

grounds. The availability of campground space can also enhance the tourism potential of the area. However, care should be taken in locating such uses to avoid preventing the general public enjoyment of the particular attractions (e.g. obstructing public access to the waterfront).

b) Accessibility

Enroute campgrounds require locations close to major highways. Destination campgrounds require road access within a reasonable distance of the highway. It is essential that the roads leading to campgrounds be in condition to sustain the volume and type of traffic generated by campground use. Other matters municipalities should consider are the need for turning or deceleration lanes and the maintenance of the road.

c) Compatibility with Surrounding Area

By their nature, campgrounds are most likely to seek locations in rural areas. If located adjacent to urban areas, a need for some separation from residential areas through distance and buffering is obvious and campground traffic should not be fed through residential streets.

In rural areas, the Food Land Guidelines should be observed to ensure that agriculture is in no way disadvantaged by the intrusion of campgrounds. In addition to making sure that good agricultural land is not lost directly to a campground, consideration should be given to problems arising from:

- constraints on neighbouring farmers due to complaints regarding farm odours, noise, spraying and dust;
- pressures on surrounding agricultural land for development related to the campground, resulting in speculation and uncertainty about the future of farming in the area;
- the disturbance created by the introduction of a concentration of urban people in a rural area, including the possibility of trespass, livestock harassment and vandalism;
- conflicts between residential traffic and farm machinery movements.

Prior to municipalities considering campground designations in their official plan, it is strongly advised the policies of the provincial Food Land Guidelines be adhered to and staff of the Foodland Preservation Branch of the Ministry of Agriculture and Food be consulted.

Specifically, campgrounds should not be located on agricultural lands which are defined as:

- all lands which have a high capability for the production of specialty crops due to special soils or climate;
- all lands where soils Classes 1, 2, 3 and 4 predominate as defined in the Canada Land Inventory of Soil Capability for Agriculture;

- additional areas where farms exhibit characteristics of ongoing viable agriculture.

Separation from incompatible adjoining uses should be sought by:

- complying with the minimum separation distance requirements of the Agricultural Code of Practice
- locating the campground where there is an identifiable boundary separating it, preferably a natural boundary such as a river valley or woodlot.

d) Support Services

Campground users often require the type of services available in a local centre: medical care, police and fire protection, and resort related commercial uses (convenience shopping, marina, hardware and auto repair). Accessibility to these services should be considered in the location of campgrounds.

PHYSICAL SUITABILITY OF SITES

In addition to selecting well located sites, lands used for campground areas should be evaluated in terms of their physical suitability for tent and trailer use. This review should examine potential sites for their serviceability, resource potential and natural amenities.

a) Serviceability

Although campgrounds do not necessarily require full municipal piped services, some form of sewage and solid waste treatment, and storm drainage are critical to campground development. In an urban serviced area, sufficient capacity for campground users must be available. In areas without municipal services, the soil, slope, drainage and water supply must be suitable for servicing in accordance with environmental and health authority requirements. Marshy or swampy lands with drainage problems, lands subject to flooding, or lands with shallow soil over rock would thus not be appropriate for campground use.

b) Protection of Resource Areas and Natural Amenities

Areas of high resource potential such as prime agricultural land should generally not be utilized for campground development. Sites near other types of natural amenities such as waterbodies, woodlots or sand dunes should be evaluated in terms of the potential damage that could be caused by campground use. Depending on the importance of the feature, trade-offs may be required between the preservation of certain amenities and their enjoyment for campground use. Often natural features such as trees or hedgerows can be retained to enhance the attractiveness of the campground.

Sites near natural amenities such as waterbodies should be evaluated in terms of potential damage from campground use.

While areas with distinctive natural amenities are generally more desirable for campground locations, this consideration is not as important for enroute camping or campgrounds in urban areas. Accessibility may be a more important criterion than the physical amenities of the site itself.

MUNICIPAL BENEFITS AND COSTS

When deciding whether to support campground use, municipalities should assess the economic aspects of this type of development in terms of the financial benefits and costs to

the municipality. Campgrounds can increase local revenue in the form of stimulus to local business and employment; they can also add to the balance of assessment.

Costs to the municipality stem from servicing requirements, road maintenance, need for emergency services (police, fire, medical) garbage collection and possibly snow removal. Before proceeding with campground development, municipalities should ensure that suitable financial arrangements can be guaranteed by the campground developer to cover such matters as campground maintenance, arrangements for garbage disposal, and access requirements.

THREE

OFFICIAL PLAN POLICIES

In order to deal with the appropriate planning considerations related to campgrounds, municipalities are advised to include campground policies in the official plan. By formalizing their requirements in the official plan, municipalities can provide a public statement of their ground rules for campground development, and can ensure that municipal concerns are adequately addressed when such applications are received. The official plan also provides the opportunity for public involvement in the process.

The inclusion of campgrounds in an official plan can achieve at least three objectives:

- ensure that the overall land use distribution provides adequate recreational opportunities;
- avoid an incompatible juxtaposition of land uses;
- ensure that campgrounds are planned and developed in a manner that protects public health and safety

The official plan should address the three issues in regard to campgrounds: (i) the type(s) of campground uses to be permitted; (ii) the location of campgrounds; and (iii) policies to guide campground development.

PERMITTED USES

To a considerable extent, the definition of permitted campground uses will depend on the type of facilities in demand and the nature of the area to support them. The types of campgrounds (enroute and destination) and their associated uses have been discussed in Section 1 of these guidelines. In defining the permitted uses in an official plan, it is suggested that specific provision be made for the accessory uses in addition to tents and trailers. This would include the recreational and ancillary facilities outlined in Section 1, (e.g. snackbars, convenience shops, storage facilities, laundry room, clubhouse, tennis court, boat docking, etc.) as appropriate to the area and type of land use designation. Permitted ancillary uses should *not* include the addition of permanent habitable rooms to recreational vehicles. The details of the permitted uses should be specified in the zoning by-law.

LOCATION

The designation of sites for campground use involves consideration of the appropriate land use category as well as the particular locations for such uses. The criteria for selecting

suitable locations were discussed in Section 2. Locational requirements for campgrounds include proximity to tourist attractions, (for destination campgrounds) highway access, compatibility with the surrounding area, access to local services and physical suitability of the site. These criteria should all be specified in official plan policies.

There are two basic approaches to controlling campground locations through the official plan process:

- to include campgrounds as one of the uses permitted in an official plan designation such as Resort Commercial, or Rural (if the Rural designation does not pertain to prime agricultural lands.)
- to designate campgrounds specifically through an official plan amendment.

The two approaches reflect different desired degrees of control.

a) Inclusion of Campgrounds in a General Land Use Category

Campgrounds could be a permitted use in a rural, resort commercial or highway commercial category of the plan. The type of designation depends considerably on the nature of the locations chosen — i.e. urban or rural, highway or resort area.

In a countryside location, a Rural designation may be appropriate, if the official plan is simple and if Rural is a residual designation permitting many uses. However, it is essential that policies are included to ensure that campgrounds do not intrude on protected resources such as aggregate resource areas or prime agricultural land. The principles for compatibility with surrounding uses, described in Section 2, should be incorporated in these policies.

Campgrounds and farm operations are generally not compatible uses. Therefore, campgrounds should not be a permitted use in an Agricultural designation.

In an urban area or for an enroute campground adjacent to a highway, a highway commercial designation that also permits motels, gas stations, car dealerships, drive-in restaurants, etc. could be appropriate. The suitability of this designation would depend on the compatibility of this type of use with the surrounding area.

A resort commercial designation that permits other resort uses such as motels, lodges, hunting and fishing camps, rental cabins, etc. could also be appropriate for campgrounds, particularly for those campgrounds located in tourist areas well suited to resort development. Depending on the characteristics of the municipality, campgrounds could be included in more than one land use category.

Regardless of the type of designation, whichever category

is used should contain locational and development policies to govern the use of campgrounds.

If campgrounds are included within a broad official plan designation, two options are available with respect to zoning:

- a campground zoning category may be used to control the specific location of each campground within the official plan designation;
- alternatively, campgrounds could be included among a number of uses within a zoning category, corresponding to the broad official plan designation.

The official plan should specify which option is to be chosen for zoning control.

b) Site Specific Official Plan Amendment

The official plan amendment requirement would give the municipality far greater control over the location and development of the campground, if this is considered desirable. Since the provisions of Section 40 of the current Planning Act (site plan control) can now be applied to campgrounds*, there may be no need to use an official plan amendment to discuss details of the layout, design, and physical development of the campground. However, it may be appropriate to include general principles. The amendment process provides the public with the opportunity for notice, a public meeting and an appeal on a particular appliction, but it is a more time consuming process administratively than permitting campgrounds by right.

CAMPGROUND DEVELOPMENT POLICIES

In addition to describing the range of permitted uses and locational criteria for campgrounds, the official plan should provide policies to guide the development of campgrounds. Matters to be considered in the formulation of these policies could include density, access and parking, services and protection from noise and visual intrusion.

a) Density

The density of a campground indicates the permitted number of campsites on the property. The establishment of a maximum density is important in order to avoid overcrowding, fire hazards, public health problems or environmental dam-

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* Prior to 1983, site plan control was not applicable to campgrounds but Section 40 of the current Planning Act makes specific reference to trailers and mobile homes. The absence of any reference to tents means that tents are still not subject to site plan control.
Section 40 is due to be proclaimed in 1985.

age. The maximum density should not be so restrictive, however, that it discourages the development of campgrounds by making them financially infeasible.

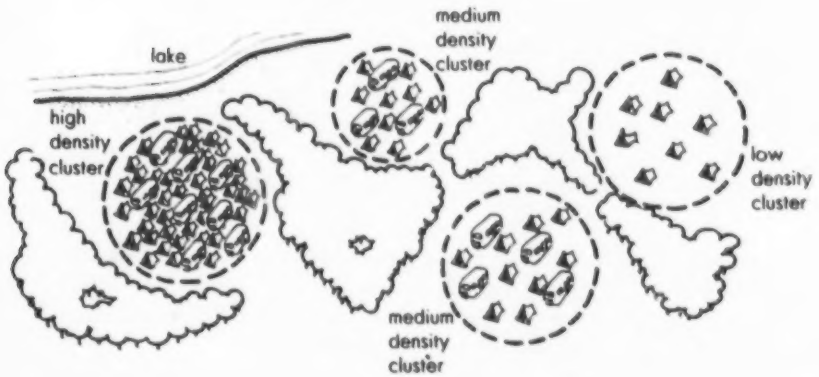
Based on a review of current practices, possible ranges for gross campsite density (i.e. for the entire campground property) are:

enroute	30-70 sites per hectare
destination	20-30 sites per hectare
combination	20-40 sites per hectare

The densities to be permitted are contingent upon a number of factors:

- an urban, serviced area used for an enroute campground could be developed at a high density (70 sites/ha is very high density; 50 sites/ha would normally be the maximum enroute density).
- areas with natural amenities (e.g. wilderness, waterbodies, vegetation) would generally be developed at a lower density.
- in areas where there is little natural vegetation, densities may also be lower to provide more privacy between sites.
- where terrain is sensitive to development, the permitted density should be lower to preserve the natural balance.
- long-term campgrounds should be at a lower density because the recreational vehicles tend to be larger and contain accessory uses; in most cases, the on-location activities will have more impact on the environment.

By expressing the permitted densities as a range, the municipality can establish the specific density appropriate to an individual campground when reviewing the application. The formulation of the density provision should generally include accessory facilities in the calculation. The policy should indicate whether the density figure includes internal roads, campsite buffers, accessory uses, etc.



b) Access and Parking

Policies on campground access requirements are necessary to ensure that the provision of entrances and exits, emergency access and parking are adequately addressed in the official plan. Detailed internal circulation requirements, including street widths, pedestrian circulation and site access may be included in a site plan control by-law under the Planning Act.

Entrances and Exits

- The number of access points to the campground should be limited to control the entry and departure of vehicles and to minimize interference with neighbouring uses and traffic flow. A single access point should be sufficient, although an additional emergency exit may also be necessary.
- The location of access points should not route traffic through residential areas.
- Access points should be designed to accommodate two-way traffic and should provide a clear unobstructed view for traffic and turning vehicles. The provision of acceleration and deceleration lanes may be required.

Emergency Access and Snow Removal

- All campgrounds and sites should have clear access and identification for fire fighting, ambulance and police.
- For campgrounds located in winter recreational areas and proposed to be open year-round, provision should be made in the design of internal roads for snow removal and snow storage.

Parking

- For destination campgrounds, particularly long lease arrangements, parking space is required for visitors. The location of visitor parking should not interfere with pedestrian safety. Parking standards may be specified in the zoning by-law.

c) Services and Utilities

The installation of water, sewerage, garbage and storm drainage facilities require approvals from the Ministry of the Environment or its agents. It is not necessary to repeat provincial standards in the plan. (See Appendix D).

- Policies should indicate requirements for either municipal piped services or a private system, storm drainage and electrical servicing of individual sites and buildings. For example the plan could specify that municipal piped services are required and sites must be individually serviced or outlets provided in central buildings.
- If washroom facilities are provided, they should be well lit and easily accessible for pedestrians.

- Overhead wiring should permit sufficient clearance for the movement of recreational vehicles.

d) Visual Protection

Visual screening such as fences or planting along property boundaries is recommended to provide separation from adjoining uses and privacy for campers as well as a barrier from vehicle fumes, wind and car headlights.

- In rural areas, to ensure adequate spacing from intensive agricultural uses which may create odour problems, minimum separation distances should be observed to comply with the Agricultural Code of Practice.
- Within the campground, a minimum separation between recreational vehicles is generally desirable; ideally the natural vegetation should be retained to act as a buffer. Buffers can provide privacy screens as well as noise attenuation and site shading. Buffer areas are more important in destination campgrounds then enroute. Separation requirements between campsites may be specified in the zoning by-law.

Within the campground, a minimum separation between recreational vehicles is desirable; ideally the natural vegetation should be retained to act as a buffer.

e) Noise Protection

- Where the campground is adjacent to a major road, distance setbacks for noise reduction should be provided in accordance with the Ministry of the Environment recommendations. Recommended separation distances are 30 m for arterials, 75 m for highways and 150 m for major freeways.
- Alternative or additional noise control measures may include the use of berms, natural barriers and screens and locating noise-insensitive uses adjacent to the noise source.

f) Protection of the Waterfront

- Where a watercourse or waterbody is a feature of the campground, the waterfront area should be protected and separated from the campsite.
- Buildings, tile beds and structures should be set back from the high-water mark or extent of the hazard, in accordance with flood-plain and sewage system regulations. This is to avoid damage from erosion or flooding and to protect the watercourse.

In addition to the above matters, there are a number of detailed design considerations related to the internal layout of campgrounds that are not appropriate for inclusion in an official plan. These are site specific concerns that might be included in the appendix of an official plan, or used as a guide to a campground by-law. These items could include the size, grade and layout of campsites, location of facilities and internal circulation. Appendices E and F contain a number of recommendations on these matters.

FOUR

REGULATORY CONTROLS

INTRODUCTION

As a result of an amendment introduced to the Planning Act in 1983, recreational vehicle campgrounds can now be regulated like any other land use through zoning and site plan control*.

Previously, recreational vehicles were not considered structures and such matters as density, height, location, spacing, parking and loading could not be regulated in a Planning Act by-law**. Regulations dealing with these matters were sometimes included in by-laws under the Municipal Act. Now that the Planning Act makes specific reference to trailers and mobile homes, the planning aspects of campgrounds should be regulated in a Planning Act by-law. Regulation of business and operational aspects of campgrounds should continue to occur by means of a by-law under the Municipal Act.

ZONING BY-LAWS

A zoning by-law can include regulations dealing with most of the matters discussed under the heading "Campground Development Policies": density, access and parking, separation distances between campsites, minimum frontage and yard requirements, set-backs from water, etc. Specific regulations can be made applicable to ancillary uses and recreation facilities.

As stated earlier in discussing official plan policy, the zoning control may be either site-specific or it may take the form of regulations applicable to campgrounds which may be permitted throughout one or more zoning categories such as Rural or Highway Commercial.

A site-specific campground zoning by-law gives the municipality much greater control over campground locations than general use provisions. It also affords the public an opportunity to be informed of each campground development. On the other hand, it is more administratively onerous than the general use provision, as a rezoning will be required for each application.

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* Section 34(4) and 40(1) of the *Planning Act, 1983* make reference to trailers and mobile homes. However, no mention is made of tents.

** Recreational vehicles are still not considered structures under other legislation such as the Assessment Act, the Building Code Act and the Highway Traffic Act.

In view of the real practical differences, in terms of their impact on a municipality, between enroute campgrounds and destination campgrounds, particularly the lease-ownership variety, municipalities may wish to distinguish between these types of campgrounds in their zoning by-laws, in order to control the conversion from one type to another.

It is important to note that land use policies and zoning by-laws formulated today cannot be applied retroactively to existing campgrounds. Such policies and by-laws would only apply to new campgrounds and expansions of existing campgrounds. An existing campground in conflict with a new zoning by-law would become a legal non-conforming use. Its expansion could be permitted by the committee of adjustment or by the council through a rezoning, provided there is no conflict with the official plan.

The provisions of a Municipal Act by-law, on the other hand, apply to existing campgrounds as well as to new development.

SITE PLAN CONTROL

If provision is made in the official plan for site plan control, an area may be designated by by-law as a site plan control area. Within such designated area, the municipality may exercise control over the detailed design of each campground.

Design considerations could include landscaping, lighting and floodlighting, the location of parking areas, driveways and walkways, including their surfacing, garbage storage and collection facilities, drainage easements and grading for storm water disposal. Requirements may be included for the continuing maintenance of the above facilities and for snow removal.

MUNICIPAL ACT LICENSING BY-LAWS

Municipalities have the authority under paragraph 15 of Section 232 of the Municipal Act to pass by-laws for licensing and regulating campgrounds or trailer parks as business establishments. Such licensing by-laws enable municipalities to regulate the ongoing operation or management of all campgrounds, both those pre-dating the by-law and newer campgrounds. Through such licensing by-laws, municipalities are able to ensure that proper health and safety standards are complied with to protect campground users and the local community. Since licences have to be renewed periodically, municipalities have the opportunity to monitor ongoing management practices.

In general terms, if a municipality adopted a licensing by-law, no campground, whether existing or proposed, could be operated unless it had first obtained a licence from the municipality. In order to obtain a licence, an applicant would

have to apply to the municipality and meet the requirements set down in the by-law. Once the requirements were met, a licence would have to be issued.

It should be noted that licensing by-laws apply generally throughout a municipality and cannot be varied on a case-by-case basis. To control specific locations and campground uses, zoning by-laws must be used.

A licensing by-law could include various operational requirements dealing with such matters as fire safety and water safety equipment, sanitary facilities, garbage collection and storage and emergency contacts, for example.

The Municipal Act specifies that a campground licensing by-law may require trailer camps to be divided into lots (i.e. campsites, not registered lots), each to be made available for the occupancy of one trailer. This provision was enacted at a time when trailers were not considered to be structures for the purpose of zoning and site plan control. It is now possible to control the maximum number of campsites in a campground (i.e. the density) through zoning and site plan control can be used to control the location of each campsite.

OTHER REGULATIONS

In addition to the regulatory controls developed by the municipality, campgrounds must comply with all other related provincial legislation and regulations, such as the *Ontario Building Code,* the *Tourism Act* (Northern Ontario), the *Public Health Act,* the *Ontario Water Resources Act,* and the *Environmental Protection Act.* (See Appendices A and C). Consultation with the local Fire Marshal's office is also advised.

FOR INFORMATION

These guideles are intended to assist municipalities in their consideration of campground proposals within a sound planning framework. For general information about preparing planning documents for campgrounds, municipalities should contact the local office of the Community Planning Advisory Branch. Offices are located at:

Ministry of Municipal Affairs and Housing
Community Planning Advisory Branch
Central Region
2nd Floor, 47 Sheppard Avenue East
Willowdale, Ontario M2N 5X5
(416:224-7635), Zenith 5-2650

Ministry of Municipal Affairs and Housing
Community Planning Advisory Branch
North West Region
435 James Street South
Thunder Bay, Ontario P7C 4T3
(807:475-1651), Zenith 5-2650

Ministry of Municipal Affairs and Housing
Community Planning Advisory Branch
South East Region
3rd Floor, 244 Rideau Street
Ottawa, Ontario K1N 5Y3
(613:566-3801), Zenith 5-2650

Ministry of Municipal Affairs and Housing
Community Planning Advisory Branch
North East Region
1191 Lansing Avenue
Sudbury, Ontario P3A 4C4
(705:560-0120), Toll free 1-800-461-1193

Ministry of Municipal Affairs and Housing
Community Planning Advisory Branch
South West Region
7th Floor, 495 Richmond Street
London, Ontario N6A 5A9
(519:673-1611), Toll free 1-800-265-4736

For specific information on the submission of a planning document for approval, municipalities could contact the appropriate delegated authority or the:

Ministry of Municipal Affairs and Housing
Plans Administration Branch
14th Floor
777 Bay Street
Toronto, Ontario M5G 2E5
(416:585-6014)

For information on licensing by-laws, municipalities could contact the:

Ministry of Municipal Affairs and Housing
Functions Policy Section
Local Government Organization Branch
11th Floor
777 Bay Street
Toronto, Ontario M5G 2E5
(416:585-7260)

APPENDICES

APPENDIX A: RELATED LEGISLATION

1. *The Municipal Act* (Ministry of Municipal Affairs and Housing)
Three sections of the *Municipal Act* are pertinent to trailers, mobile homes or campgrounds:
Section 110: general authority for licence fees.
Section 210: para. 95: licence fees for mobile homes.
Section 232: para. 15: licensing and regulating trailer camps.

i) General Authority for Licence Fees

Section 110 of the Act gives a municipality the general power to charge licence fees for any category of business or trade. This section provides the legislative basis for charging business licensing fees for recreational vehicle campgrounds. However, it does not permit a municipality to charge a per lot licensing fee, nor does it allow fees to be varied for different campgrounds within the municipality. No maximum fee is prescribed but court decisions have ruled that fees cannot be prohibitive.

ii) Licence Fees for Mobile Homes

Section 210, paragraph 95 provides for fees to be charged for mobile homes outside a campground, which have not been assessed.

iii) Licensing and Regulating Trailer Camps

Section 232, paragraph 15 of the Municipal Act, RSO 1980, authorizes the adoption of by-laws to regulate and license campgrounds and to require that campgrounds be divided into lots, each to be made available for the occupancy of one trailer. At one time, this section specifically provided for the designation of areas of land to be used as trailer camps, tourist camps and motels and for the prohibition of the use of other land for such purposes. This part of the enabling legislation was repealed, January 1, 1979, but the phrase "among other things", which remains in subsection (b) of paragraph 15 has been used by municipalities to authorize the continuation of regulations pertaining to a number of other campground-related matters considered important. The earlier version of paragraph 15 also contained the following as subsection (b) (i):

(i) require trailer camps to be divided into lots having such minimum area as the by-law may prescribe.

The reference to minimum area was deleted in January, 1979 and the current reference to division into lots should be understood to be simply for identification of each lot licensed for the occupancy of a trailer.

The current text of Section 232, paragraph 15, is as follows:

232. By-laws may be passed...

15. For Licensing, regulating, and governing tourist camps,

trailer camps and motels.

a) In this paragraph,

i. "tourist camp" includes auto camp and any parcel of land or premises equipped with cabins used or maintained for the accommodation of the public, and any parcel of land or premises used or maintained as a camping or parking ground for the public whether or not a fee or charge is paid or made for the rental of use thereof, and

ii. "trailer camp" means land in or upon which any vehicle, so constructed that it is suitable for being attached to a motor vehicle for the purpose of being drawn or propelled by the motor vehicle, is placed, located, kept or maintained, notwithstanding that such vehicle is jacked-up or that its running gear is removed, but not including any vehicle unless it is used for the living, sleeping or eating accommodation of persons therein.

b) Any by-law passed under this paragraph may, among other things,

i. require trailer camps to be divided into lots, each to be made available for the occupancy of one trailer,

ii. provide for the issue of licences for a period of one month or longer to the owner of a trailer camp for each such lot to be made available by such owner for the occupancy of a trailer during the currency of a licence and prohibit the use of any lots for the occupancy of trailers without a licence therefor,

iii. require a licence fee of not more than $20 per month payable by the owner of a trailer camp for each such lot and require fees to be paid in advance, except that where a lot is to be made available only for temporary occupancy by persons who continue to maintain elsewhere a usual or normal place of residence or for occupancy by a trailer that is assessed under the *Assessment Act*, no licence fee shall be charged.

The fee provisions of Section 232, providing for a licence fee for each lot do not apply to trailers used for temporary accommodation. They only apply to mobile home parks containing mobile homes which have not been assessed. The maximum fee is $20 per lot per month. These fee provisions are under review.

2. *The Ontario Building Code* (Ministry of Municipal Affairs and Housing).

Only service and assembly buildings are regulated by the Code. Service buildings that are no larger than 447 square metres are within Group D and, therefore, covered by Part 9 of the Code. Assembly buildings and those service buildings that are larger than 557 square metres are within Group A and, therefore, covered by Part 3 of the Code. The *Canadian Electrical Code* regulates electrical service. The *Ontario Plumbing Code* (OR 647), Section

2(5), requires that servicing connections be certified C.S.A. or meet house plumbing standards.

3. The Tourism Act (Ministry of Tourism and Recreation).
The only campgrounds now licensed under the *Tourism Act* are those located in Northern Ontario, which is defined as follows:

> those parts of Ontario comprised of the territorial districts of Algoma, Cochrane, Kenora, Manitoulin, Parry Sound, Rainy River, Sudbury, Thunder Bay. Timiskaming and those portions of the Territorial District of Nipissing lying to the north or west of Algonquin Provinci al Park.*

Although the standards in the regulation only apply to Northern Ontario, they may also provide some guidance to municipalities in Southern Ontario formulating by-law regulations. The standards are as follows:**

(1) Subject to subsection 3, where flush toilets, urinals and washbasins are to be used by guests in common at a camping establishment and the number of campsites, not including campsites equipped with individual sewer hook-ups, is in a group itemized in Column 1 of Table 1, the operator of the camping establishment shall provide,

TABLE 1

	COLUMN 1	COLUMN 2			COLUMN 3	
		Males			Females	
		Part 1	Part 2	Part 3	Part 1	Part 2
Item Number	Number of Campsites	Number of Wash-basins	Number of Flush Toilets	Number of Urinals	Number of Wash-basins	Number of Flush Toilets
1	10- 15	1	1	1	1	1
2	16- 45	2	2	1	2	3
3	46-100	3	3	2	3	5
4	101-130	4	4	3	4	7
5	131-160	5	5	4	5	9
6	161-190	6	6	4	6	11
7	191-220	7	7	5	7	13
8	221-250	8	8	5	8	15
9	251-280	9	9	6	9	17

* Ontario Regulation 936. (1)(p) under the Tourism Act, R.R.O. 1980

** Ibid, S. 9

(a) for male guests, at least the number of,
  i) washbasins set opposite thereto in Part 1 of Column 2,
  ii) flush toilets set opposite thereto in Part 2 of Column 2, and
  iii) urinals set opposite thereto in Part 3 of Column 2, and

(b) for female guests, at least the number of,
  i) washbasins set opposite thereto in Part 1 of Column 3, and
  ii) flush toilets set opposite thereto in Part 2 of Column 3.

(2) Where any of the campsites made available in a camping establishment are serviced with individual sewer hook-ups, the operator shall provide, in addition to the requirements set out in subsection 1, at least one washbasin and one flush toilet or privy for each sex for each 100 campsites or a part thereof so serviced.

(3) Where, because of the absence of a water-pressure system, the operator of a camping establishment is unable to comply with subsection 1, he shall provide one privy for each sex for every seven campsites.

(4) Each campsite shall have an area of at least 186 square metres with an open and graded parking space sufficient to permit a minimum clearance of 4.5 metres between sides and three metres between ends of adjacent recreation vehicles.

(5) Campsites shall be accessible by means of a driveway,
  a) at least three metres wide, where the driveway is for one-way traffic;
  b) at least six metres wide, where the driveway is for two-way traffic, and
  c) so constructed that automobiles and trailers will not become mired.

(6) The operation of a camping establishment shall provide,
  a) one table for each campsite; and
  b) one garbage can for each campsite or an equivalent central garbage disposal area.

(7) The operator of a camping establishment shall not allow the camping establishment to consist, at any time, of more campsites than in the proportion of thirty-eight campsites for each hectare of land at that time suitable for accommodation of tents and trailers.

4. *The Public Health Act* (Ministry of Health)

This Act enables the establishment of local Health Units and Medical Officers of Health (M.O.H.). The M.O.H. is responsible for all public health aspects of any business operation in the area. The M.O.H. staff would inspect campgrounds (like other uses) to ensure proper treatment and provision of drinking water, proper disposal of wastes, and proper preparation of food.

These matters are dealt with in the Food Premises Regulation and Schedule B of the *Public Health Act*. The M.O.H. and health

inspectors also have detailed guidelines for all recreational areas from the Public Health Branch of the Ministry of Health. These guidelines assist in their inspections and advise on the development of new campgrounds.

5. *The Ontario Water Resources Act RSO 1980* (Ministry of the Environment)

Section 7 requires a permit to take water in excess of 50,000 litres per day. Section 23 requires approval for the establishment, extension of, or change in any water works, supplying water (i) to six or more private residences or (ii) in excess of 50,000 litres per day. For practical purposes, a recreational-vehicle or tent site is interpreted as a residence. Smaller works do not require approval, but Ministry of the Environment staff can provide advice on all the Ministry's areas of concern when consulted at an early conceptual stage.

Section 24 requires approval for the establishment, extension of, or change in any sewage works and effluent discharge location. This requirement does not apply to sewage works: (i) with no discharge; (ii) providing partial treatment and discharging to a sanitary sewer; or (iii) serving five or fewer residences. Approval is also required for the disposal of sewage on land, e.g., using spray irrigation. Again, for practical purposes, a recreational-vehicle or tent site is interpreted as a residence. "Sewage" includes storm drainage.

6. *The Environmental Protection Act RSO 1980* (Ministry of the Environment)

Part VII of the Act together with Ontario Regulation 374/81 covers all sewage systems, except those covered by Sec. 24, of the *Ontario Water Resources Act*. Of the nine classes of systems, the most relevant are:

Class 1—a recirculating toilet, a self-contained, portable toilet, and all forms of privy including an earth privy, a pail privy, a privy vault and a composting toilet system;

Class 2—a leaching pit for waste grey water disposal;

Class 3—a cesspool;

Class 4—a septic tank system;

Class 5—a sewage system which requires or uses a holding tank for the storage or retention of hauled sewage at the site where it is produced prior to its collection by Class 7 sewage system;

Class 6—a sewage system in which sewage is treated in a proprietary aerobic sewage treatment plant;

Class 7—a hauled sewage system.

All classes except Class 1 require approval. There are design criteria for Class 1 systems that should be followed.

Although the Ministry of the Environment is responsible for Part

VII, in most areas of the Province, inspection and approval is by the local health unit which enters into an agreement with the Ministry to act as its agents and administer Part VII. A guideline on sewage disposal for campgrounds and tent and trailer parks is available from the Ministry.

Part V requires approval for the operation, establishment, extension or alteration of a waste management system or a waste disposal site.

Section 138 enables municipalities to adopt noise by-laws that can regulate both campgrounds and surrounding uses.

APPENDIX B: DEFINITIONS AND TYPES OF RECREATIONAL VEHICLES

1. Definitions

Recreational Vehicle Campground means a parcel of land under single ownership which is designed, developed, maintained or intended to provide accommodation, on a temporary or seasonal basis, for recreational vehicles and/or tents plus accompanying towing or carrying vehicles. It may also include accessory uses such as an administration office, clubhouse, snack bar, laundry, convenience and souvenir shop, swimming pool, washrooms, showers, manager's dwelling, and recreational facilities.

Recreational Vehicle (R.V.) means a portable structure intended as temporary accommodation for travel, vacation, or recreational use. Such structures include motor homes, fold-down camping trailers, truck campers, and travel trailers.

Tent means a collapsible shelter of canvas or other fabric stretched and sustained by poles that is used for camping outdoors.

Motorhome means a self-propelled vehicle that includes as an integral part a temporary dwelling for travel, vacation or recreation.

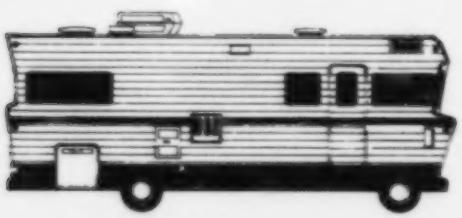


Figure 1: Motorhome

Fold-down Camping Trailer (also known as tent trailer) means a portable structure intended to be towed by a motor vehicle for use as a temporary dwelling for travel, vacation or recreation. It is built on its own chassis and may have a rigid top with side walls which can be folded or condensed for transit.

Figure 2: Tent Trailer (open and folded down)

Truck Camper means a portable structure mounted on the bed or chassis of a truck, with or without an over-cab section, for use as a temporary dwelling for travel, vacation or recreation. There are two types: the slide-in model designed to be carried in the back of a pick-up truck and easily removed when not in use and the chassis-mount which is permanently affixed to a truck chassis.

Figure 3: Truck Camper

Travel Trailer means a portable structure, built on a non-motorized chassis that is intended to be towed by a motor vehicle for use as a temporary dwelling for travel, vacation or recreation.

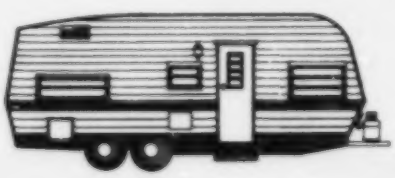


Figure 4: Travel Trailer

Dependent Recreational Vehicle means a recreational vehicle that is dependent on campground facilities for toilet, lavatory, bathing, drinking water and/or electric power.

Self-contained Recreational Vehicle means a recreational vehicle that can operate independently off connections to external sewer, water, and electricity for a limited period of time and that contains fresh water and sewage disposal tanks to which all plumbing fixtures are connected.

Recreational Vehicle or Tent Site means a parcel of land in a recreational vehicle campground intended for accommodation of a recreational vehicle and/or tent and where necessary one accompanying motor vehicle and for the exclusive use of its occupants.

Recreational Vehicle Stand means that part of a recreational vehicle site intended for the placement of a recreational vehicle.

2. Types of Recreational Vehicles

The four types of recreational vehicles identified by the Canadian Recreational Vehicle Association (C.R.V.A.) are: truck campers, fold-down camping trailers, motor homes, and travel trailers. The last two types have several production variations.

There are three styles of *motor homes* according to the C.R.V.A.: conventional (class "A"), van-conversion (class "B"), and chopped-van (class "C"). Conventional units are usually larger than the other two (7-10.5 metres) and are constructed directly on a heavy-duty truck or bus chassis, designed and produced by the recreational vehicle manufacturer. The van-conversion motor homes are van-type trucks with interior cargo space converted into a living area by a recreational vehicle manufacturer. The chopped-van units (also called mini-motor homes) are built directly onto the aft-frame section of van-type trucks with the van providing the driver compartment and the camper section built on the van chassis and permanently attached by the recreational vehicle manufacturer.

There are four basic types of *travel trailers* according to the C.R.V.A.:

(1) Conventional-type trailers are rectangular in profile and constructed of pre-finished aluminum or moulded fiberglass over wall studs.

(2) Telescopic units are similar in appearance and construction to conventional units, but have a telescopic feature that raises the upper half for living and lowers it down over the bottom half for easier towing and storage.

(3) Aircraft-type units feature construction of anodized or polished aluminum or other metal body frame.

(4) Fifth-wheel units are similar in construction to the conventional type, except a fifth-wheel hitch is mounted in the bed of a pick-up truck which fits the trailer hitch.

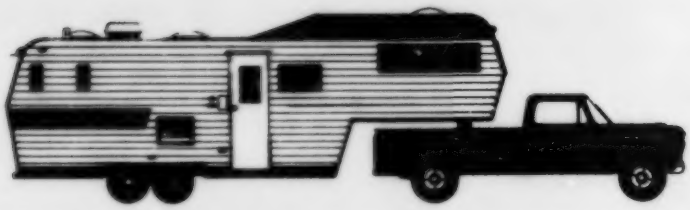


Figure 5: Fifth-wheel Travel Trailer

The "park model" travel trailer is generally a large conventional-type trailer that is fully equipped and intended for long-term placement in a campground.

APPENDIX C: GOVERNMENT AGENCIES

GOVERNMENT AGENCIES	AREAS OF CONCERN
Ministry of Municipal Affairs and Housing (See Page 23 for addresses)	— advice on Municipal Act by-laws; — approval of planning documents; — advice on general planning considerations; — advice on official plan policies, zoning by-law provisions, and site plan controls.
Ministry of Transportation and Communications	— permit for access to Provincial Highway.
Ministry of Natural Resources	— advice on: (1) setback, protection and access to water bodies; (2) relation to Provincial Parks; (3) natural amenities of location; (4) resource potential and preservation; (5) natural hazards and alteration of waterways; (6) impact on fishing, wildlife, vegetation, special and sensitive areas.
Ministry of Tourism and Recreation	— licence in Northern Ontario; — counselling prospective and existing operators, and municipalities.

Ministry of the Environment	– approval of waterworks for six or more trailers or the taking of more than 50,000 litres/day; – approval of all sewage systems, except Class 1 systems (privies); – approval of waste disposal systems and sites; – approval of emissions other than water, e.g. fans, chimneys; – advice on all water and sewage works, solid waste disposal, emissions, noise, storm drainage, water quality.
Ministry of Agriculture and Food	– advice on the Agricultural Code of Practice.
Ministry of Consumer and Commercial Relations	– booklet on "What you should know about long-lease campsites" (available from Consumer Services Bureau) – Plumbing Code.
Medical Officer of Health	– approval of swimming pools and, by agreement with MOE, approval of sewage systems; – inspection of water and sewage systems, disposal of wastes, preparation of food; – advice on these matters.
Ontario Hydro	– availability of electricity.
Railways Companies	– advice on setback, if lines are near a campground location.
Conservation Authorities	– advice on: (1) relation to conservation authority parks; (2) flood plains. – permit for filling.

APPENDIX D: ENVIRONMENTAL HEALTH CONSIDERATIONS

All provincial standards must be met in accordance with the legislative responsibilities of the environmental and health authorities. The following discussion is for information purposes only. The installation of water, sewage, and waste facilities requires approvals from the Ministry of the Environment or its agents.

(a) Piped Systems — Where public piped water and sewage systems are available, these systems, should be extended into the campground. Where either of these services is not available from the public sector, private systems should be installed on the property. An operating agreement between the municipality and the owner may be required by the Ministry of the Environment as a condition of approval to ensure guaranteed system operation.

A water supply source, other than the public water supply system, should be protected in such a manner that neither surface nor underground contamination may enter the supply from pit privies, septic tank systems, seepage pits, cesspools, and other potential sources of contamination.

Individual site connections may be provided on all, only part, or none of the sites. Current trends indicate that long-term destination campgrounds have a very high proportion of sites with individual connections. Servicing capacity must be available accordingly.

(b) Connections — Health requirements specify that underground water service pipes and sewer lines be kept adequately separated horizontally. Individual connections should ensure against backflow, cross-connections and seepage in accordance with the *Plumbing Code* (OR736).

Waste water from faucets should empty into a drain connected to the campground sewer or to a sump or other suitable arrangement to prevent accumulation of standing water or creation of muddy conditions.

The location of connections in recreational vehicles is not standardized. As a result, site connections vary in location, and it is difficult to stipulate the best locational arrangement. Connections depend to a great extent on the terrain suitability.

(c) Water — Where individual water connections are not available on all sites, a water station should be provided. Water in sufficient quantity and of satisfactory quality should be available for drinking, cooking, dish-washing, and campfire control.

(d) Sewage Disposal — Different arrangements and options are available for sewage collection, treatment and discharge.

Arrangements can be made to service each site individually with water supply and sewage disposal, or to provide a central water supply and sewage disposal station. This station should be suitably separated and screened from the rest of the campground. Large campgrounds may require more than one station. Collection, treat-

ment and disposal possibilities include: collection from each site by sewers or individual site holding tank or regular pump-out; treatment by septic tank, lagoon or mechanical treatment; and disposal by leaching bed, direct discharge to a watercourse or land disposal.

The arrangement and option chosen will depend on locational and site specific factors, such as the size of the campground, whether or not it will be used year-round, the level of occupancy, soil conditions, and the availability of a receiving watercourse.

(e) Solid Waste Disposal — Substantial rigid plastic or metal garbage and refuse containers, from which the contents should be removed daily and disposed of in a sanitary manner by the camp operator, should be provided for each camp space, or, alternatively, a central refuse depository or storage area should be provided, where refuse can be deposited in a sanitary manner. Many campgrounds prefer to pick up garbage bags (not left overnight) from each site for disposal rather than providing cans or central disposal areas because of odour and animals.

Provision must be made for the collection and storage, where necessary, and disposal of solid waste at an approved waste disposal site.

Solid waste storage and disposal areas should be screened and separated from other campground uses.

(f) Central Facilities — The *Tourism Act* (for Northern Ontario) and the Ministry of Health require that central facilities (toilets or privies and washbasins) be provided for the number of people or sites serviced where sites are provided for dependent recreational vehicles.

Showers (and dressing rooms) and laundry facilities may also be provided.

If a swimming pool is proposed, drawings and specifications should be submitted to the Ministry of Health for certification, prior to its construction or installation. Advice may be obtained from the Public Health Engineering Service of that Ministry.

APPENDIX E: CAMPGROUND LAYOUT

The precise details of the layout of a campground will depend on the type of campground, its related facilities, and the size and characteristics of the property. There are a number of general design matters to be considered when reviewing campground applications which include grade, layout and size of campsites, location of facilities and internal circulation (see also Appendix F).

Grade

The campsite should be surfaced (e.g. sand or gravelled) where the soil and vegetation cannot tolerate the parking load of recreational vehicles. The grade should be reasonably level for both the recreational vehicle and the towing vehicle. (According to *Park Planning Guidelines* (Fogg), the grade should not exceed two per cent for a recreational vehicle.)

Layout

In serviced campgrounds, it is essential to consider the efficiency and cost of arranging sites along the shortest lines of service, thereby reducing lengths of road and other hard servicing costs.

Generally, campsites for enroute campers should be separated from destination campsites, especially along major tourist routes. It may also be appropriate to separate tenting sites from trailer sites. Tent campers often prefer low density, more natural camping areas with more ancillary facilities.

Size of Campsites

The conventional minimum size of campsite can range from 110 to 200 square metres, depending on the type of campground, accessory structures and buffer provision in the spacing of sites. Under the *Tourism Act*, the required minimum for licensed sites in Northern Ontario is 186 square metres. In some urban enroute campgrounds with full services, sites may be as small as 85 square metres, the lowest acceptable minimum. Long-term campground sites should be large enough to accommodate some individual accessory structures such as porches, awnings and storage sheds. Site sizes should be consistent for both the regular self-contained vehicles and the new, lighter, energy efficient vehicles. Owners of smaller recreational vehicles that have less interior space often prefer the extra exterior space on the site.

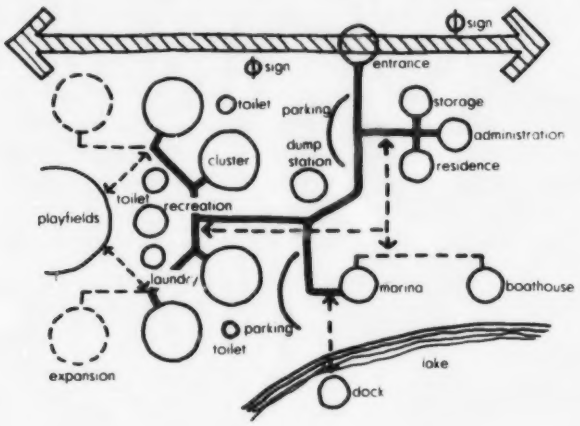
Location of Facilities

Washroom facilities should generally not be more than 150 metres from the furthest campsites they serve, according to the Canadian Standards Association. Pedestrian accessibility to these features is essential. Recreational facilities may be distributed throughout the campground but their location should not intrude on the privacy of adjacent campers.

A Federal manual for campground development, *Planning Canadian Campgrounds*, includes the following sketches of typical campground layouts. Note the single control access point for both

enroute and destination campgrounds. All central facilities and amenities are close to (or at least visible from) the registration area of enroute campgrounds. In addition, pedestrian access to all recreational facilities is part of the design.

Destination Campground



Enroute Campground

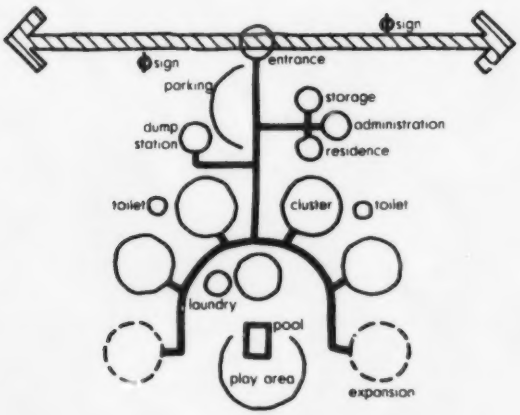


Figure 6: Sample Campground Layouts

Circulation

Generally, within the campgroud, a circular one-way system with gently curving roads disturbs less land, is more adaptable to

changing topography and site characteristics, and is less of a safety hazard than other designs. A one-way system should be clearly "signed" to avoid confusion.

A map, with clearly identified streets, site numbers, and parking areas should be available on entering large campgrounds for both camper convenience and in case of emergency.

For pedestrian movement, walkways between ancillary facilities and individual campsites are essential linkages to the circulation pattern of a campground. Municipalities should consider whether to require lighting of walkways.

In terms of site access, campsites may have back-in or pull-through access. Generally, pull-through sites are more convenient for enroute users because there is more manoeuvering space. The destination camper usually prefers the privacy of a site with one access point, and is not concerned about backing in as he may be staying for an extended period.

Clusters

Parallel Roads

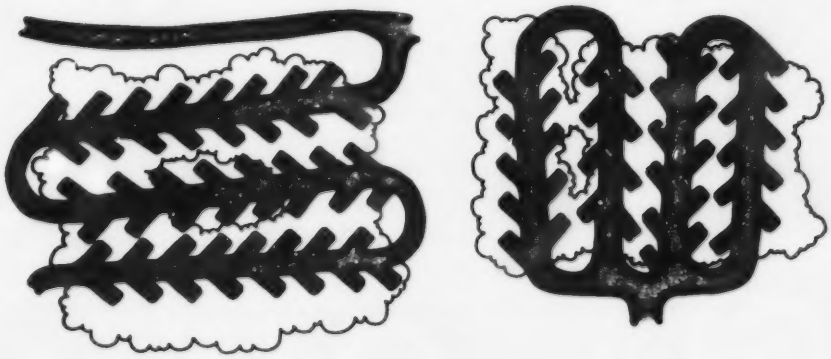


Figure 7: Sample Campground Layouts for Clusters and Parallel Roads

APPENDIX F: COMPONENTS OF A CAMPSITE

Recreational vehicle sites have three basic components: the recreational vehicle stand (and parking space), the activity area, and a buffering space. Although Provincial Parks standards are not necessarily comparable to private campgrounds, the following figure illustrates the components of a site according to the Ministry of Natural Resources.

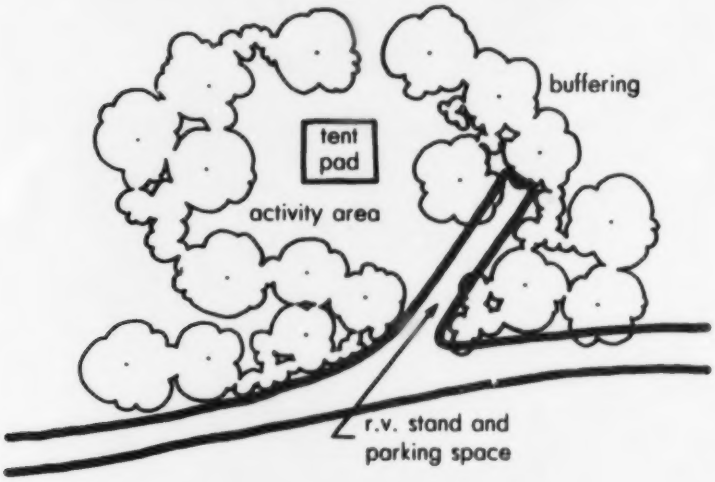


Figure 8: A Typical site in a Provincial Park

The stand should reasonably contain any recreational and towing vehicle in pull-through sites. The towing vehicle is usually left in position in front of th recreational vehicle. As a result, the stand must be at least seventeen metres long and three metres wide if it is to contain all sizes of vehicles. (11 metres for R.V. and 6 metres for a towing vehicle.).

For some sites, the towing vehicle may be detached and parked elsewhere. This depends on the configuration of the site. Often the towing vehicle is parked beside the recreational vehicle or in a separate area.

The space allocated for the recreational vehicle and the towing vehicle should be sufficient to contain all sizes, unless the campground is designed to separate recreational vehicles by size.

Sites intended for tents only could be similar to the Provincial Park typical site, but the parking space need be only sufficient in length to accommodate a car.

The activity area may include a tent area (minimum 4.5 by 4.5 metres), a picnic table, a fireplace, a garbage container, and open space. This area is usually to the right of the stand (i.e., on the passenger side of the vehicles, rather than the driver side) because most of the doors open on the right-side of recreational vehicles.

A minimum of 35 square metres is necessary for the activity area, although more may be necessary depending on the type of campground.

The remainder of the site is usually planted for buffering. The amount of buffering depends on the type of campground and on the characteristics and location of the property.

APPENDIX G: SELECTED REFERENCES

Primary

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GUIDELINES
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